



TRAFFIC IMPACT ASSESSMENT

PROPOSED PLACE OF WORSHIP DEVELOPMENT

110 GIBBONS ROAD, LARA

28 AUGUST 2025

110 GIBBONS ROAD, LARA

OBT JOB NUMBER: 26601



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1 INTRODUCTION

O'Brien Traffic has been engaged by Simarjeet Singh to undertake a traffic impact assessment of a proposed place of worship development at 110 Gibbons Road, Lara.

The pre-application meeting for Planning Permit Application No. PRE-182-2024 (110 Gibbons Road, Lara) was held on 10 September 2024. Preliminary advice from the City of Greater Geelong identified the following matters relevant to traffic and car parking:

- *Traffic:*
 - *Consider a traffic report to ensure no offsite impacts from traffic generation.*
 - *Could be amenity impacts on the surrounding area with a large number of cars travelling on the gravel road to access the property.*
- *Car Parking:*
 - *The car parking rate for a place of assembly is 0.3 spaces per patron permitted. The car parking generated by the use must be provided on site.*

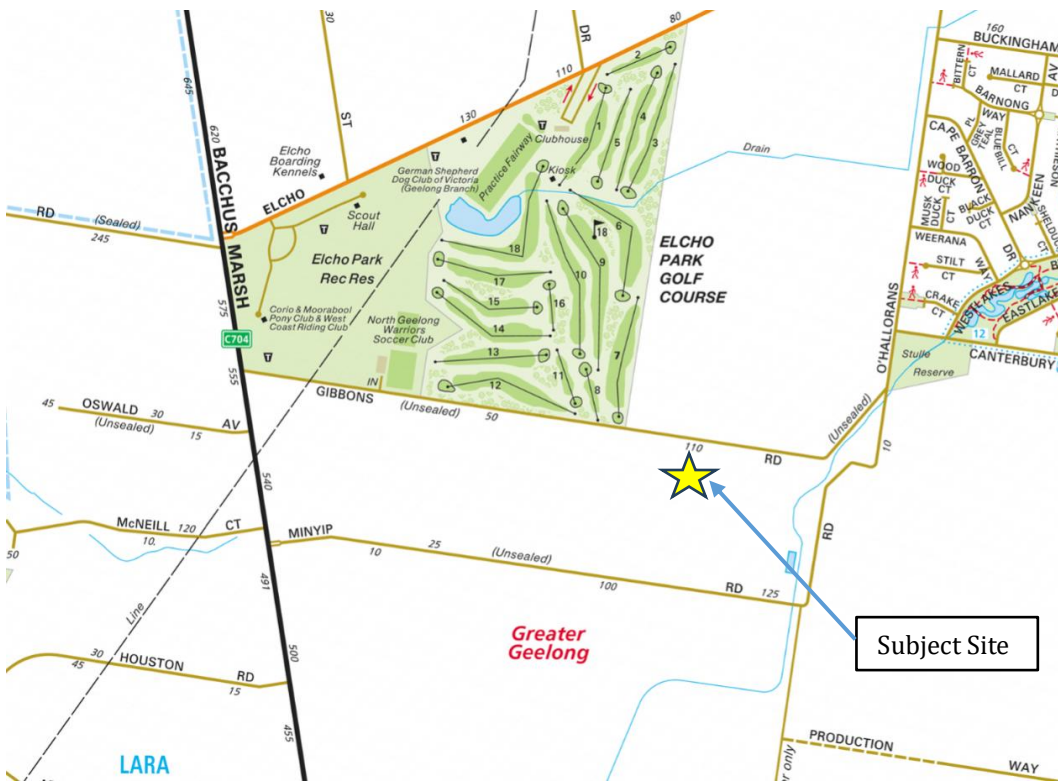
In the course of preparing this report:

- Plans and relevant documentation have been examined;
- The subject site and surrounding area have been inspected; and
- The traffic and parking implications of the proposal have been assessed.

2 EXISTING CONDITIONS

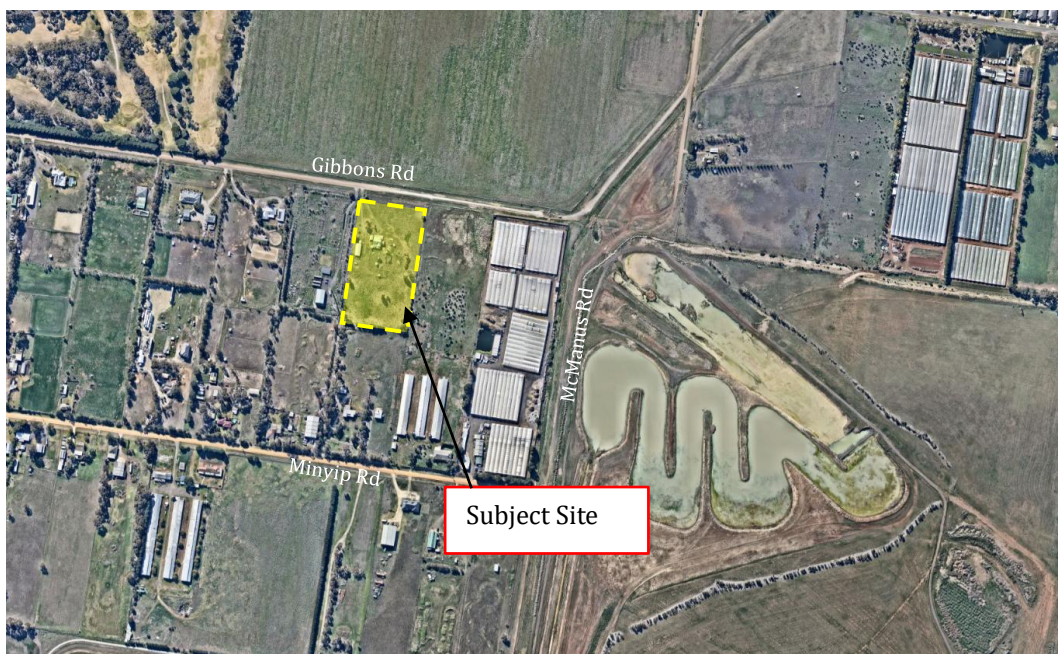
2.1 LOCATION AND LAND USE

The subject site is located on the southern side of Gibbons Road, approximately 1.3km east of Bacchus Marsh Road. The location of the subject site and the surrounding area is shown in **Figure 1**. A recent aerial photograph is shown in **Figure 2**.



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FIGURE 1: LOCATION OF SUBJECT SITE



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FIGURE 2: AERIAL PHOTO OF SUBJECT SITE

The site, zoned Rural Living Zone (RLZ), is rectangular in shape, with a frontage of 102 metres along Gibbons Road, and a site area of approximately 20,256 square metres. A vacant single-storey dwelling currently occupies the site.

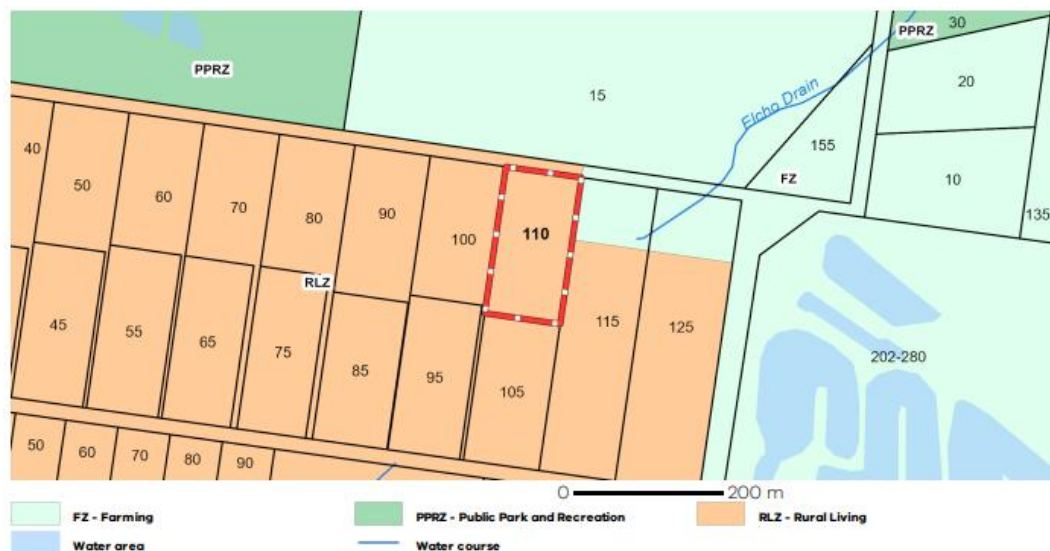
The site is also subject to Environmental Significance Overlay – Schedule 4 (ESO4).

2.2 SURROUNDING LAND USE

Land around the subject site is zoned Rural Living Zone (RLZ) and features low-density dwellings.

Farming (FZ) and Public Recreation (PPRZ) Zones are to the north of the subject site. Elcho Park is located on the north side of Gibbons Road, northwest of the subject site. Elcho Drain is located approximately 240 metres east of the subject site.

A zoning map is shown in **Figure 3**.



Note: labels for zones may appear outside the actual zone - please compare the labels with the legend.

SOURCE: VICPLAN

FIGURE 3: ZONING MAP

2.3 ROAD NETWORK

Gibbons Road is classified as “Local Rural Road” under the care and management of City of Greater Geelong. It runs in an east-west orientation between Bacchus Marsh Road and Elcho Drain, allowing for two-way traffic movement. Vehicle access on Gibbons Road across Elcho Drain is blocked, and hence, it is terminated approximately 180m east of the subject site.

The western section of Gibbons Road, between Bacchus Marsh Road and the entrance to Elcho Park, is sealed and has a 6.2-metre-wide carriageway. Between Elcho Park and the subject site, Gibbons Road is unsealed and provides a gravel carriageway with a width of 7 metres. East of this section, the gravel carriageway width is reduced to approximately 3.5 metres.

The speed limit of 80km/hr applies to Gibbons Road.

Views of Gibbons Road are shown in **Figure 4** and **Figure 5**.



FIGURE 4: VIEW OF GIBBONS ROAD AT SITE ACCESS (LOOKING WEST)



FIGURE 5: VIEW OF GIBBONS ROAD ADJACENT TO ELCHO PARK (LOOKING WEST)

2.4 EXISTING TRAFFIC VOLUMES

Although no traffic volume data is available for Gibbons Road, daily traffic in the

vicinity of the site is anticipated to be in the order of 50 vehicles per day. The traffic volume in the section of Gibbons Road adjacent to Elcho Park (i.e. further west of the subject site) is expected to be less than 500 vehicles per day.

2.5 CASUALTY CRASH HISTORY

A review of Department of Transport and Planning (DTP) casualty crash data for the most recent five-year period (2018 –2023) was undertaken. There was no casualty crash recorded along Gibbons Road within the vicinity of the subject site.

3 THE PROPOSAL

It is proposed to use the subject site as a Place of Worship. The facility will accommodate up to 50 patrons at any one time, primarily attending meditation and mindfulness sessions.

The proposed use will operate seven days a week, with peak activity expected on weekends between 9:00 am and 5:00 pm. Sessions will typically run for approximately 1 to 1.5 hours. Weekday attendance is expected to be lower, with a maximum of 20 patrons on-site at any given time.

Vehicle access will be via the existing crossover to Gibbons Road. The existing carports will be retained, providing four car spaces for staff use. An additional on-site car park will be constructed to accommodate 14 spaces for visitors' use, increasing the on-site car parking provision to 18 spaces.

The proposed site plans are provided in **Appendix A**.

4 CAR PARKING

4.1 PLANNING SCHEME CAR PARKING REQUIREMENT

Parking policy and requirements applicable to the proposed development are specified in Clause 52.06 of the Planning Scheme.

The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

The Planning Scheme parking requirement for the proposal is shown in **Table 1**.

USE	NO. OF PATRONS	PLANNING SCHEME PARKING RATE	CAR PARKING REQUIREMENT
Place of Worship (Place of Assembly)	50 Patrons	0.3 space to each patron permitted	15 spaces
TOTAL			15 SPACES

TABLE 1: PLANNING SCHEME CAR PARKING REQUIREMENT

On this basis, the proposed development has a Planning Scheme car parking requirement of 15 spaces.

As 18 on-site parking spaces are provided, the proposal meets the Planning Scheme's Car Parking Requirement.

5 CAR PARK ACCESS & LAYOUT

The following comments are made in relation to the proposed car park layout and vehicle access.

- Vehicle access to the subject site is proposed via a 6.4m wide crossover on Gibbons Road, which exceeds the requirements of Design Standard 1 of the Planning Scheme.
- All car parking spaces are 4.9m long and 2.6m wide, accessed via a 6.4m wide accessway, which meets the Design Standards of Clause 52.06-9 of the Planning Scheme.
- Swept path analysis (refer to **Appendix B**) confirms that an Australian Standard B85 car can access/egress the critical car parking spaces and exit the site in a forward direction.

6 BICYCLE FACILITIES

Bicycle parking requirements applicable to the proposed development are specified in Clause 52.34 of the Planning Scheme.

Table 2 shows the relevant bicycle parking requirements for the proposal.

USE	SIZE	PLANNING SCHEME BICYCLE PARKING RATE		BICYCLE PARKING REQUIREMENT	
		EMPLOYEE / RESIDENT	CUSTOMER / VISITOR	EMPLOYEE / RESIDENT	CUSTOMER / VISITOR
Place of Worship (Place of Assembly)	275.71m ²	1 to each 1500 sq m of net floor area	2 plus 1 to each 1500 sq m of net floor area	0	2
TOTAL				0 SPACES	2 SPACES

TABLE 2: PLANNING SCHEME BICYCLE PARKING REQUIREMENT

The proposal has a Planning Scheme requirement for two bicycle spaces. Given the location of the subject site, bicycle trips are unlikely. However, it is recommended that a bicycle rail accommodating two spaces be provided to cater for visitor parking.

7 LOADING

Clause 65.01 of the Planning Scheme states that before deciding on an application, the responsible authority must consider the adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.

The proposed place of worship is not expected to generate significant loading activity. Deliveries are anticipated to be infrequent and made by vans or small rigid vehicles (SRV). Swept path analysis for a 6.4m SRV confirms that the site layout allows safe and efficient access, turning, and egress without impacting traffic flow or road safety.

The proposed loading arrangements are therefore considered adequate to accommodate the loading needs of the proposed development.

8 TRAFFIC GENERATION, DISTRIBUTION & IMPACT

8.1 TRAFFIC GENERATION

The peak traffic generation for the proposed Place of Worship is expected to occur on weekends, coinciding with the facility's primary operating period.

The proposal provides a total of 18 on-site car spaces, including four spaces in carports allocated for staff or private use. This leaves 14 spaces for visitors. Patrons are expected to remain on site for sessions of approximately 1 to 1.5 hours. To provide a conservative assessment, it has been assumed that the visitor parking area reaches full occupancy during peak periods, with each space turning over once per hour. This results in 14 vehicle arrivals and 14 departures per peak hour, equating to approximately 28 two-way trips. From a traffic engineering perspective, this volume is low, corresponding to an average of one vehicle movement every two minutes.

Outside of peak periods, patronage is expected to reduce substantially, with no more than 20 patrons on site at any time. On this basis, traffic generation would decrease by around 60% compared to the peak hour, equating to approximately 12 two-way trips (6 arrivals and 6 departures). This corresponds to one vehicle movement every five minutes and is considered negligible in traffic engineering terms.

The Place of Worship is proposed to operate for up to 8 hours per day on weekends. It is plausible to assume that two of these hours will reflect “peak” conditions and the remaining six hours will operate at “off-peak” demand levels. On this basis, the estimated daily traffic generation for the proposed use would be up to 128 two-way trips (i.e. Peak 2 hours: ~28 two-way trips per hour = 56 two-way trips and off-peak 6 hours: ~12 two-way trips per hour = 72 two-way trips). This represents an average of 16 two-way vehicle movements per hour over the 8-hour operating day, which is equivalent to less than one vehicle movement every four minutes.

Traffic generation on weekdays is estimated to be significantly lower than on weekends, with fewer than 100 vehicles per day

8.2 TRAFFIC DISTRIBUTION

As Gibbons Road terminates east of the subject site, all site-generated traffic will travel to/from Bacchus Marsh Road via the western connection.

8.3 TRAFFIC IMPACTS

Existing traffic volumes on Gibbons Road east of Elcho Park are estimated to be in the order of 50 vehicles per day. The proposed development is expected to add up to 128 vehicles per day to this section, resulting in a total of approximately 178 vehicles per day. This condition would only occur during weekends when the Place of Worship operates at peak patronage. On weekdays, traffic generation would be lower, and daily volumes would remain under 150 vehicles per day.

East of the Elcho Park access, Gibbons Road features a gravel carriageway approximately 7 metres in width, sufficient to accommodate two-way vehicle movements. Although the posted speed limit is 80 km/h, the unsealed surface and lack of through traffic naturally result in lower operating speeds, which supports safe interaction between vehicles.

Between Bacchus Marsh Road and the Elcho Park access, Gibbons Road is sealed with a carriageway width of approximately 6.2 metres. This standard is typical for rural local access roads and can readily accommodate the minor increase in traffic associated with the proposal.

Overall, the proposed Place of Worship will generate modest traffic volumes, well within the notional capacity of Gibbons Road, and consistent with the function of rural access roads. The combination of low traffic volumes, adequate carriageway width, and moderate travel speeds would ensure that the proposal will not result in any adverse traffic impacts.

9 CONCLUSION

Based on the considerations outlined above, it is concluded that:

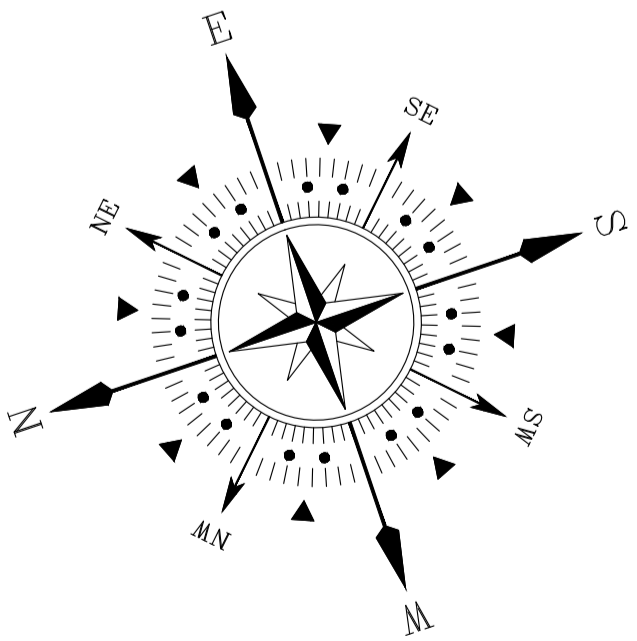
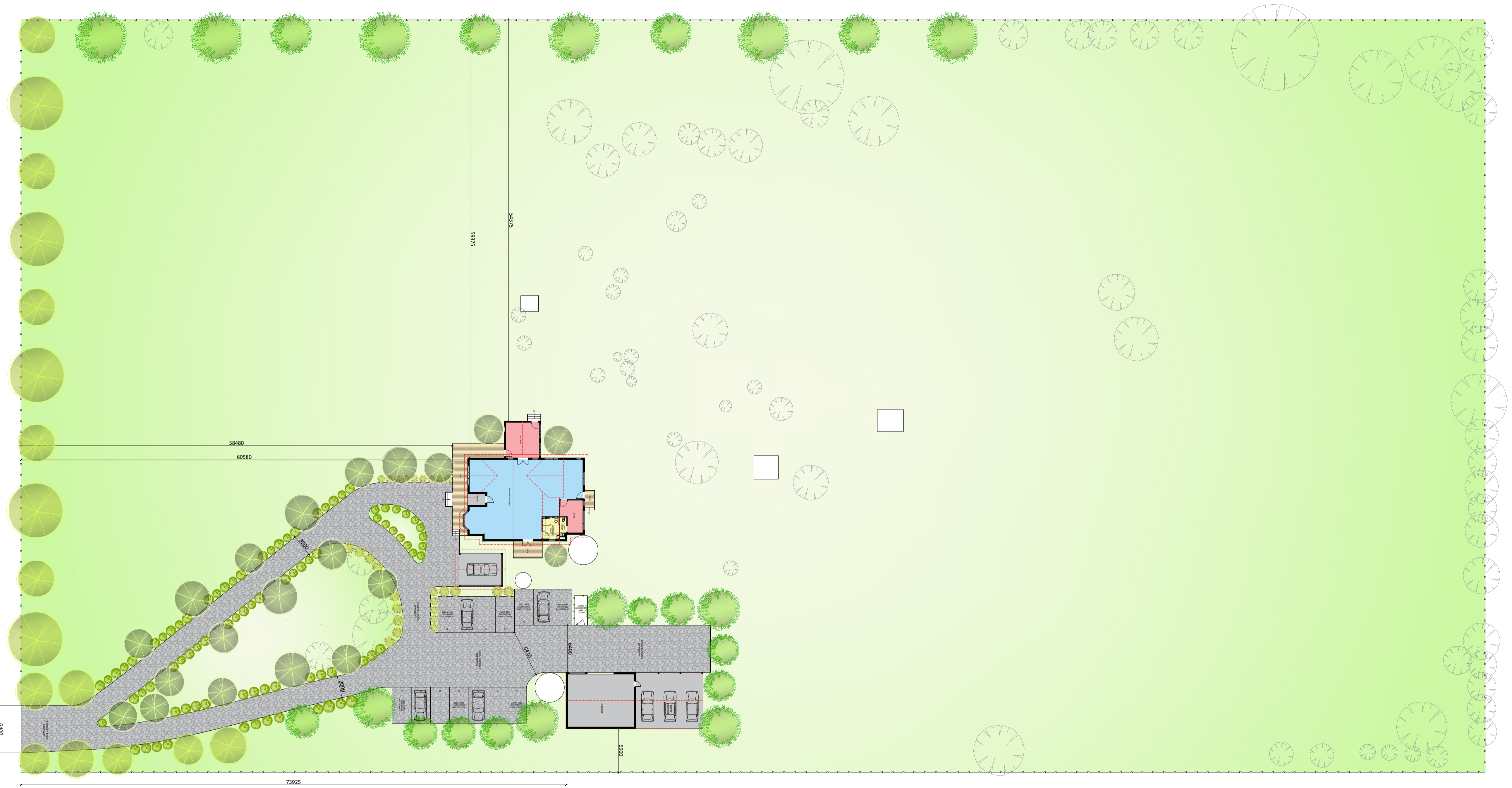
- The proposal has a Planning Scheme car parking requirement of 15 spaces.
- As 18 on-site spaces are provided, the proposal exceeds the Planning Scheme car parking requirement.
- The proposed use is anticipated to generate up to 128 daily vehicle trips on weekends and fewer than 100 daily vehicle trips on weekdays. This includes a maximum of 28 vehicle trips during the peak operating hour, occurring only on weekends.
- The site-generated traffic can be safely and efficiently accommodated by the existing layout and function of Gibbons Road, with only minimal impact on road operation and no requirement for upgrade works.

We therefore find no parking or traffic-related grounds to prevent the proposed place of worship from proceeding.

APPENDIX A

SITE PLANS

G I B B O N S
R O A D



PO BOX 7320
POINT COOK VIC 3030
M. 1300 GDDESIGN
W. www.gdc.com.au

REVISION:

DATE	DESCRIPTION	DONE BY
09.08.2024	TP SET	AJ
19.08.2024	TP CHANGES	AJ

CLIENT SIGN OFF:

I / WE CONFIRM THAT THESE DRAWINGS ACCORD WITH OUR REQUIREMENTS AND AUTHORISE THEIR USE FOR NEXT STAGE PURPOSES.

SIGNED.....DATE.....

SIGNED.....DATE.....

HOUSE:

FACADE:

CLIENT NAME:

SITE ADDRESS: 110 GIBBONS ROAD, LARA

DRAWING: **SITE LAYOUT PLAN**

DATE: 19.08.2025

SCALE: 1:300 @ A1

DRAWN: AJ

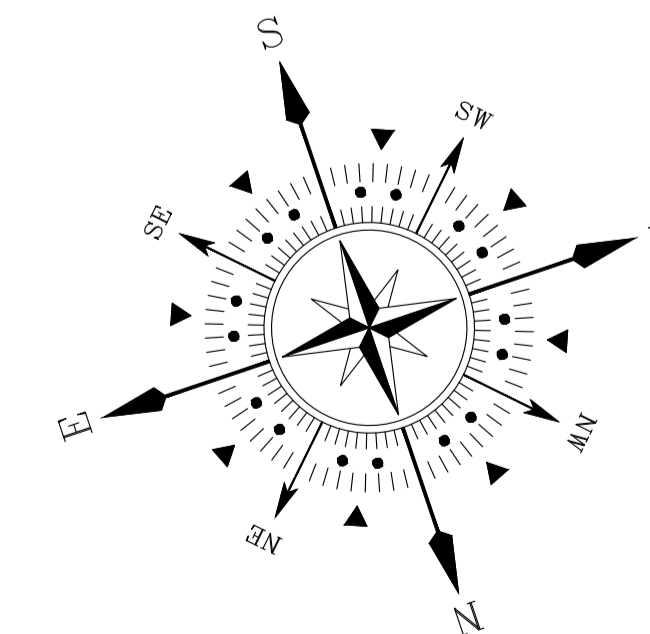
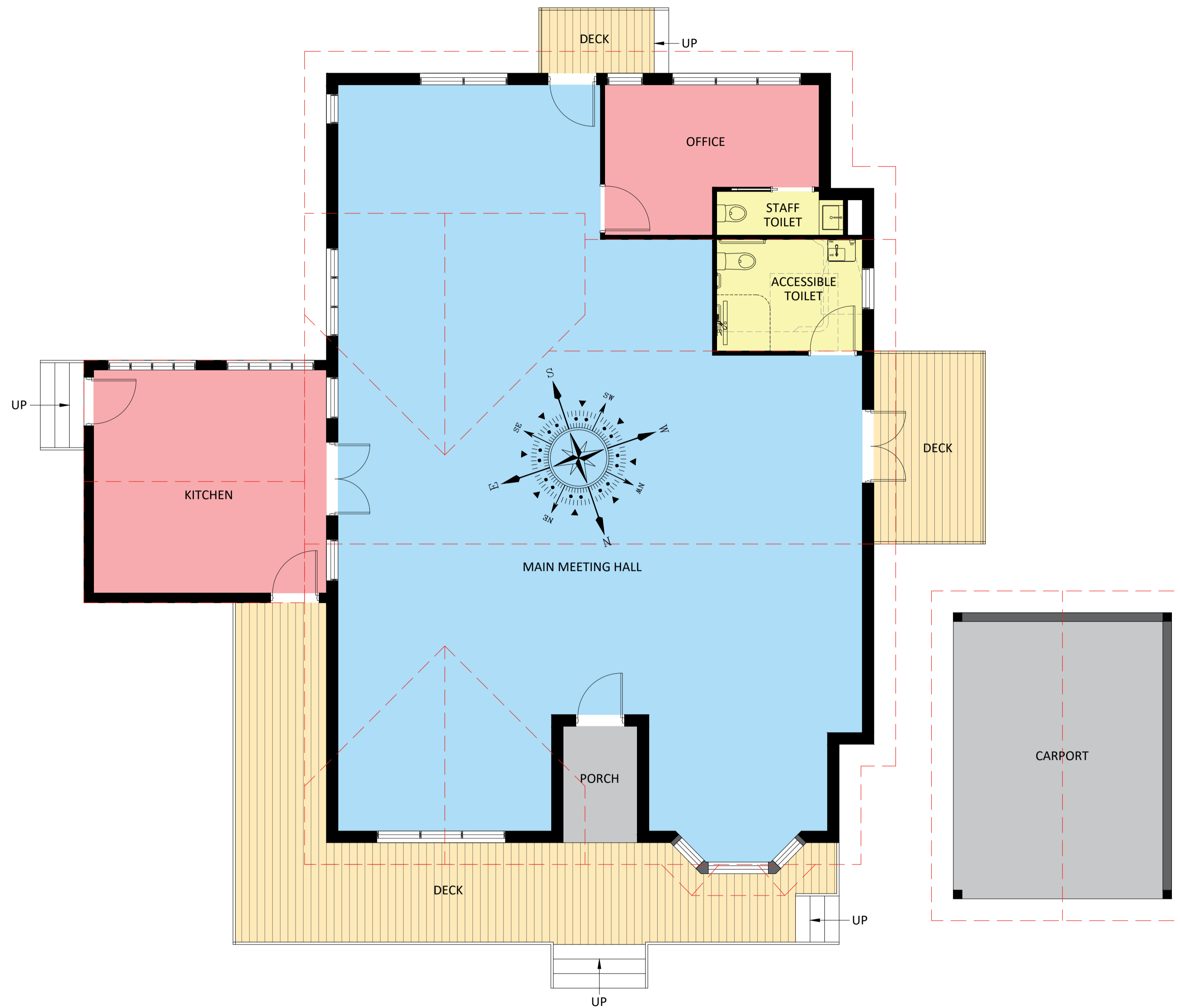
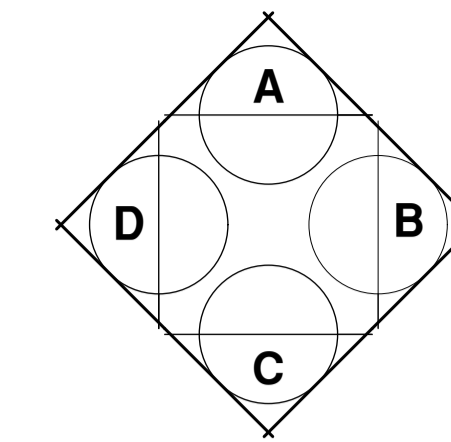
CHECKED: GD

JOB NO: TP240048

DRG #

02

AREA SCHEDULE		
	SQM	SQ
LIVING AREA	198.32	21.35
CARPORT	26.55	2.86
PORCH	3.67	0.40
DECK	47.17	5.08
TOTAL	275.71	29.68



PO BOX 7320
POINT COOK VIC 3030
M. 1300 GDDESIGN
W. www.gdc.com.au

REVISION:

DATE	DESCRIPTION	DONE BY
09.08.2024	TP SET	AJ
19.08.2024	TP CHANGES	AJ

CLIENT SIGN OFF:

I / WE CONFIRM THAT THESE DRAWINGS ACCORD WITH OUR REQUIREMENTS AND AUTHORISE THEIR USE FOR NEXT STAGE PURPOSES.

SIGNED.....DATE.....

SIGNED.....DATE.....

HOUSE:

FACADE:

CLIENT NAME:

SITE ADDRESS: 110 GIBBONS ROAD, LARA

DRAWING: **PROPOSED FLOOR PLAN**

DATE: 19.08.2025

SCALE: 1:200 @ A1

DRAWN: AJ

CHECKED: GD

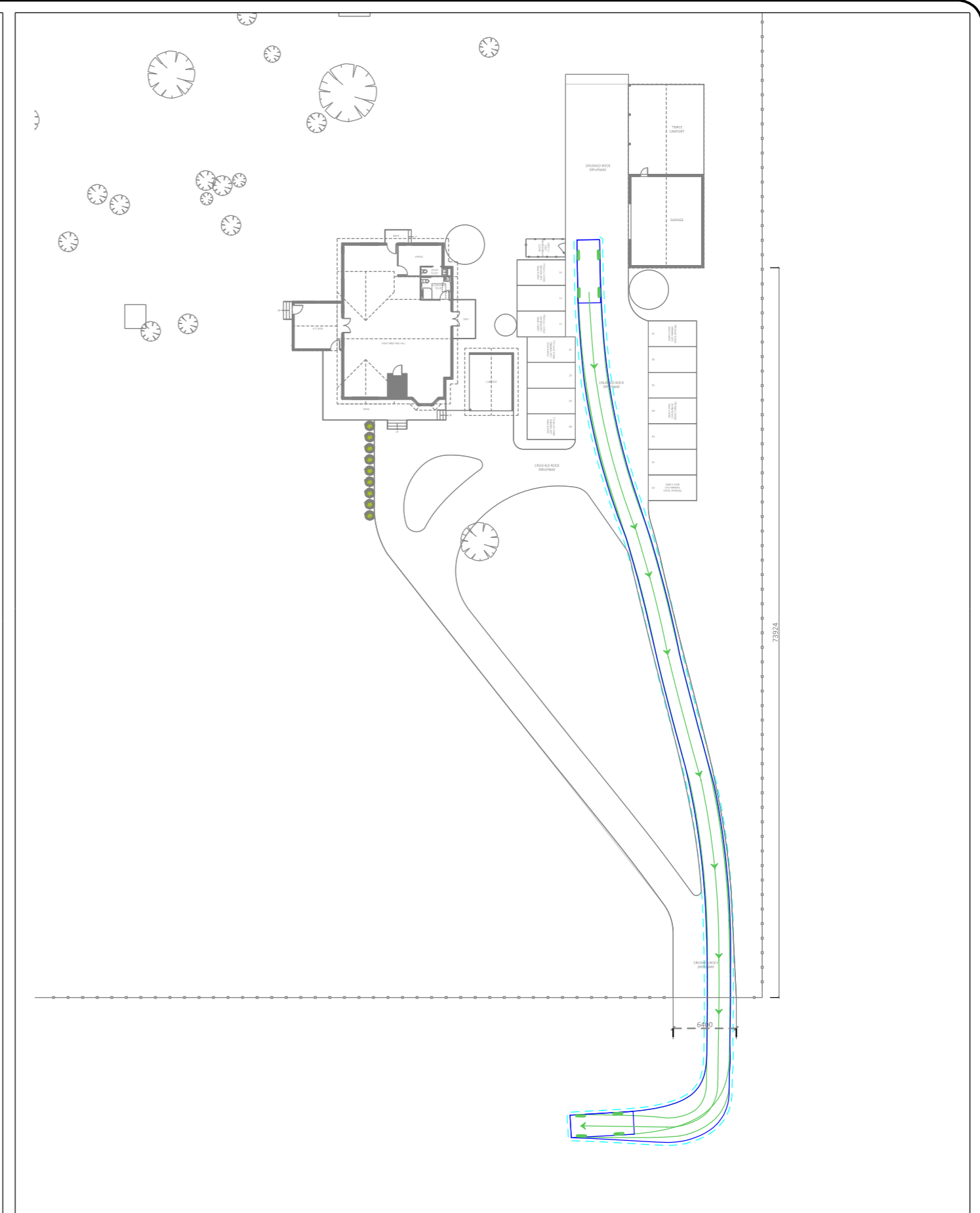
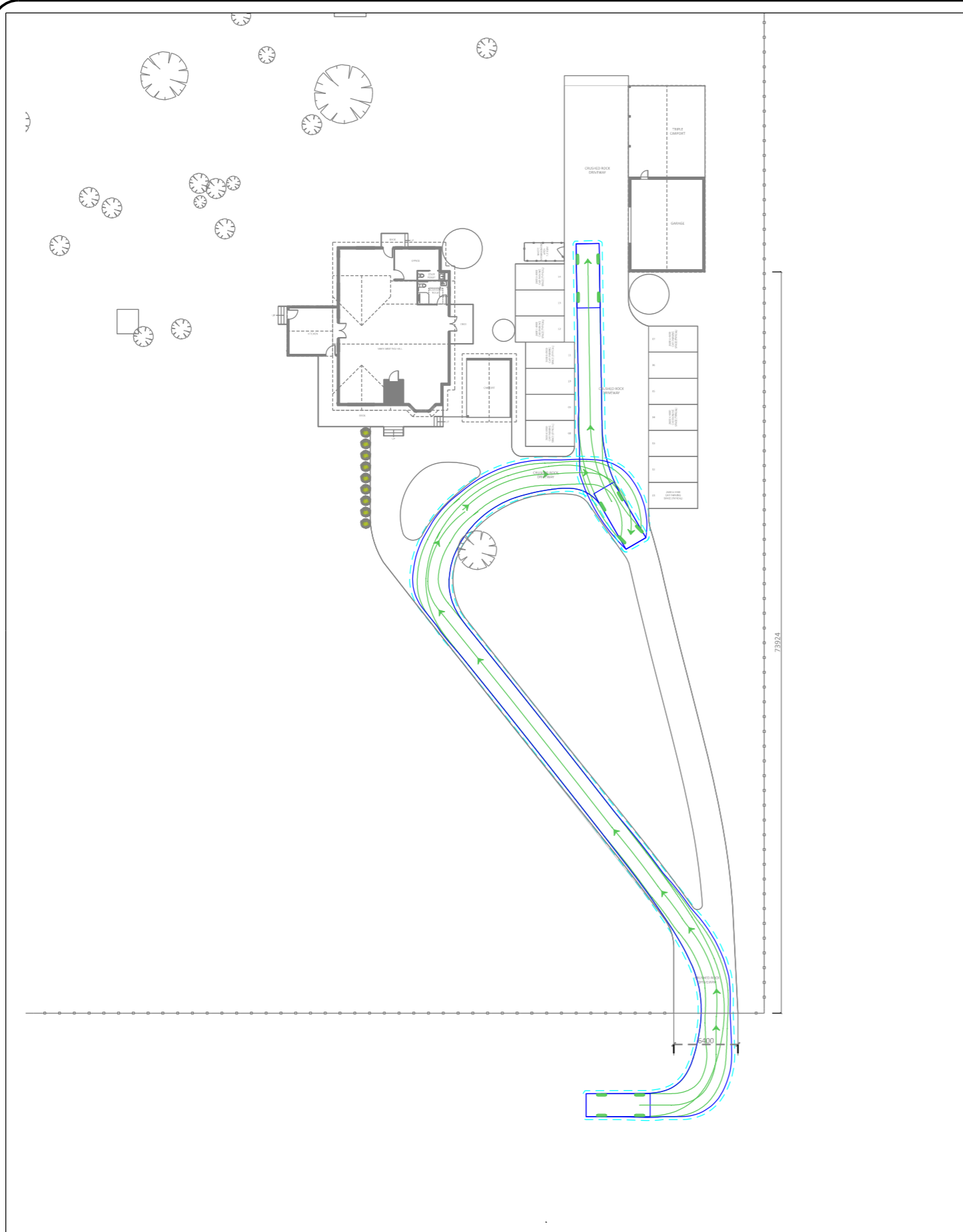
JOB NO: TP240048

DRG #

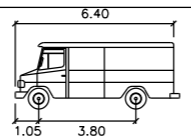
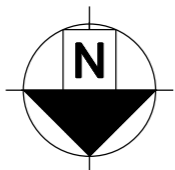
04

APPENDIX B

SWEPT PATHS



NOT FOR CONSTRUCTION



SRV
 Width : 2.30
 Track : 2.30
 Lock to Lock Time : 6.0
 Steering Angle : 38.1

**6.4m SRV
 ENTRY/EXIT**
 110 Gibbons Road Lara
 1:500 @ A3 21/08/25
 DWG NO: 26601002

KEY

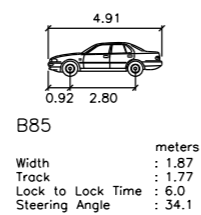
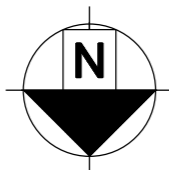
- CENTRE LINE OF FRONT WHEELS
- WHEEL PATH
- VEHICLE BODY
- VEHICLE CLEARANCE LINE (300mm FROM VEHICLE BODY)

• Traffic Planning • Transport Planning
 • Traffic Engineering • Road Safety

SUITE 2.03, 789 TOORAK ROAD
 HAWTHORN EAST, VIC, 3123
 P: +613 9804 3610
 W: obrientraffic.com



NOT FOR CONSTRUCTION



B85
ENTRY/EXIT
110 Gibbons Road Lara
1:500 @ A3 21/08/25
DWG NO: 26601002

KEY	
	CENTRE LINE OF FRONT WHEELS
	WHEEL PATH
	VEHICLE BODY
	VEHICLE CLEARANCE LINE (300mm FROM VEHICLE BODY)



• Traffic Planning • Transport Planning
• Traffic Engineering • Road Safety
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